

VOLUME XV

NUMBER 3

SEPT. 1991

ENDLESHAM EMORIES

34TH BOMB GROUP H

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OFFICERS

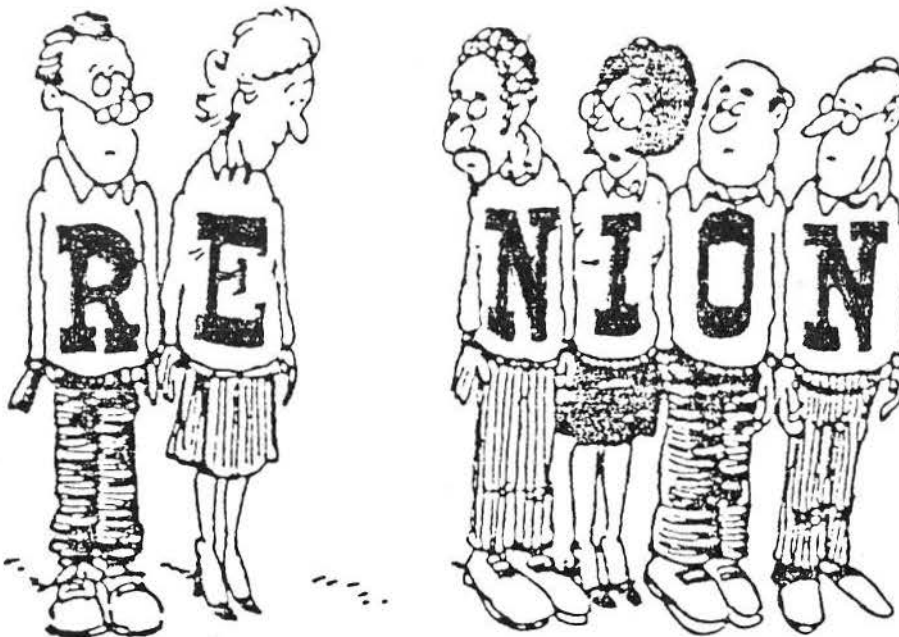
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REUNION '91

Louisville, Kentucky



IT WON'T BE THE SAME WITHOUT U!

SEPTEMBER 26 - 29, 1991

OBSERVATIONS

Hey!! It's that time of year again. Reunion time is upon us. We're looking forward to it with great anticipation. If you haven't already sent in your reservation forms get crackin'! At this late date it might take a phone call to get involved, but I'm sure it can still be handled. Phone the hotel at (502) 589-5200 for room reservations and Bob Wright at (219) 232-4287 for reunion registration. We'll be happy to see you all there.

We've had a very unusual spring and early summer. I should say we really missed a traditional spring and went from a late winter with loads of rainy weather into a hot, dry early summer. I believe we've had more 90 degree days by the end of June than we normally have for a full year, and we still had July and August to look forward to.

This issue, as is our practice, contains the roster of all 34th personnel we've managed to find to date with their last known addresses. Please look over the listings and, if you find a discrepancy, let us have the corrected info. We try to stay current but without your help we can't keep up with it. If you are changing addresses notify us as soon as possible. Too often the only way we know of an address change is the undelivered newsletter and a correction furnished by the postal service. This is costly because along with the original mailing cost (with an undelivered newsletter) the postal service charges us 35 cents for the address correction and any replacement issue must be sent with higher rate postage. Considering that it costs more than \$1.00 per copy of printing four times a year, plus the original bulk mailing cost, it's fairly obvious that our \$7.50 annual dues don't go a long way in covering these additional costs. PLEASE!, NOTIFY US OF YOUR ADDRESS CHANGES AS SOON AS YOU CAN!

Our December issue, which will include all the stories

and photos of the Louisville reunion, will go to press in late October. All material for that issue is to be in my hands October 25th in order to be included. As I've explained before, this is necessary in order that most of our readers get their issue in December. Please try to comply.

That's all I have for now. See you in Louisville!

Eli Baldea
Editor

PRESIDENT'S MESSAGE

Reunion time is almost here again! (Time passes so fast). Last week Doris and I drove to Louisville to look the town over. We were pleased with what we saw. You may call toll free to 1-800-225-TRIP for information and a map of Kentucky. This will make your trip more pleasant.

Fort Knox is about one hour's drive from Louisville. The George Patton Museum is very interesting along with the large display of tanks.

I have been trying to find former members of the 34th B.G. in my area. I have written, driven and tried to track down all old addresses. This is very difficult. A lot of changes take place in 46 years. Because it is so hard to find new members, we must give ourselves the best preventive care that we can. See your doctors, test exams, diet, etc.

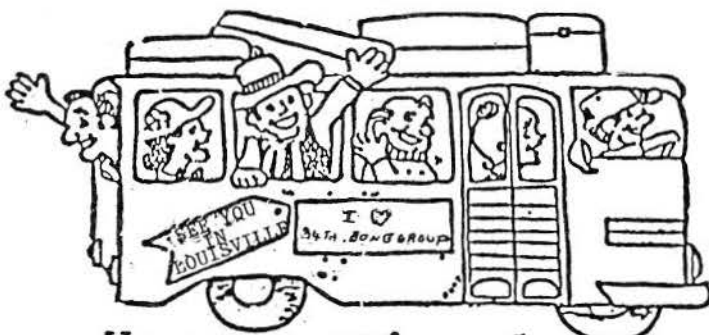
I have seen many veteran group's newsletters and MENDLESHAM MEMORIES ranks at the top. Our editor, Eli Baldea, puts out a fine publication. My heartfelt thanks, Eli. I believe this is one of the most demanding and time consuming jobs of our group.

We're looking forward to seeing you all in Louisville.

Wally Brauks



Church at Mendlesham.



We are getting closer
ARE YOU ON THIS BUS?

Fellow members of the 34th Bomb Group:

Where, oh where, has the time flown? It seemed as if it was only yesterday I was writing the column for the June newsletter and now it is time to write the September one.

May was a very eventful month for Hannah and me for we took a two week trip thru No. and So. Carolina and Virginia. Dex and Beulah had set up a mini-reunion at Charlotte and had invited anyone from those states to come. We met at the Hampton Inn where we had reservations. Dex had set up a hospitality room with drinks and snacks. After dinner at a well known restaurant we returned to the hospitality room at the Inn where we spent several hours talking about the times we spent with the 34th at Blythe and in England. It was late when we all said goodnight and returned to our rooms. Out of towners returned to their homes. Thank you to those who attended; Kenneth and Eileen Anderson, Wm. "Pete" Gray, Alexander and Virginia Kovack, Clyde and Mary Sudderth, Alfred Giardini, Dex and Beulah Jordan, and, of course, Hannah and myself. Those of you who missed this mini-reunion sure missed a good time. Perhaps you will join us next year. Thanks to you, Dex and Beulah, for the good time.

From Charlotte we went on to Atlantic Beach, NC. where we had reservations. We stayed there for 8 days. Weather was wonderful until the last two days when it turned rainy and cold. We had a great time fishing and walking the beaches. Fishing was very good, but not for me. They didn't seem to like the bait I was using.

We spent one day with George and June Ritchie at their home near Swansboro. Both are well and playing golf quite often. They told us about their trip to Yugoslavia and what they did. It was very interesting. Sometime ask them to tell you about the trip. You'll find it as interesting as we did.

Can you imagine 35,000 to 50,000 people being on an island about 1/2 mile wide and 35 miles long? While we were there the "ALNON" held a convention on one end of the island and the Annual Musical Festival was held on the other end. Traffic at times was terrific.

From Atlantic Beach we drove to Williamsburg, VA. One should take the time when driving thru the eastern section of VA. to stop and see the restored city of Colonial Williamsburg. It is very interesting and educational.

From there we drove on to Richmond, VA. where Junius and Genny Cobb had set up another small reunion of members of the 34th at their son's Meadowbrook Restaurant. Attendees were "Pete" Gray, Miles Hardy, Dan and Frances Wimer, Tom and Virginia Snelling, Junius and Genny Cobb and Hannah and myself. Thank you, Greg Cobb, for letting us meet at your restaurant. Sometime, when you are going thru Richmond,

stop off at the Meadowbrook Restaurant and say hello to Junius and Genny and their son, Greg, and sit down to a good home-cooked meal.

I have been receiving several letters from friends in England wondering if the 34th will be coming back to help celebrate the 50th Anniversary of the 8th AF. Are we?? If we are we had better be making up our minds soon before everything is filled up and the 34th is left out. Many of the other groups of the 8th AF have already made their plans to return.

If you take the National Geographic Magazine you will see that our friends from the EWAC Group have been written up. The EWAC were the ones who saved and restored not only our wall painting but many others from the 8th and 9th Air Forces.

We should remember some of our friends who have been under the weather. Dana Schrupp is recovering from a serious operation; Carl Stemen is recovering from a heart attack; and Ken Lockwood is feeling better now after having been ill for sometime. There are probably many others who have been ill but unknown to us. I have also been receiving many letters from wives of the men who have passed on. It is very disheartening to know that we found some of them too late.

Reunion time is approaching and I hope everyone is making plans to attend. Make up your mind to come to Louisville and meet your old friends and companions and have a good time before it is too late.

REMEMBER! - Life is too short to eat Brown Bananas!

Ray Summa



Herb Mermelstein & ??????

TREASURER'S REPORT AS OF 7-8-91

CASH IN BANK ACCOUNTS:

MONEY MKT. ACCT. - HANCOCK BANK	\$3,095.01
CHECKING ACCT.	\$65.77
L.M. SAVINGS ACCT.	\$147.66
	<u>\$3,308.44</u>

CD'S FROM HANCOCK BANK:

LIFE MEMBERSHIPS - CD 77077	\$17,761.25
CD 77213	\$1,500.00
	<u>\$19,261.25</u>

GENERAL FUND - - CD 77078*	\$10,000.00
CD 77131	\$3,000.00
CD 77214	\$3,000.00
	<u>\$16,000.00</u>
GRAND TOTAL	<u>\$38,569.69</u>

The interest received on all CD's, the LM savings acct., and the Money Mkt. acct. are deposited in the general fund.

*Memorial fund \$2,916.91, scholarship fund \$2,926.91 and general fund \$4,155.18; interest to general fund.

PX and Reunion funds are not included in this total.

On July 7, 1991 we had 611 members and 201 Life Members who have paid up to date and will be receiving this issue of Mendlesham Memories. The response has been very good to the inclusion of paid-up year date on the mailing label and I am certain the Association is appreciative of those who have brought their dues up to date and, also, those who paid beyond the current year (we have 123 who are paid up past 1991). If you have paid past 1991 and would like to convert to a LIFE Membership, we will gladly give you credit for what you have already paid. And, with a LIFE MEMBERSHIP, you don't have to remember that dues are due each Dec. 1st of each year!

Hal Province, Treasurer

We have lost touch with several of our members. These fellows were on our list but, at sometime or other, they've moved without sending us their new addresses. Their mail is sent back when sent to the last known addresses. If any of you know their present location please contact Hal Province at 111 Province Lane, Carriere, MS. 39426.

The following is a reprint of items appearing in the MM and is included for those who have missed it.

GOOD NEWS ON SEASONAL MAILING ADDRESSES: For those who go South in the Winter or North in the summer, we've altered our data set to use seasonal addresses. Let Hal Province know WHERE and WHEN your copy is to be sent if you have dual addresses. And we'd like for you to include your telephone number at each address and indicate which address should be included in the ANNUAL ROSTER.

STRANGE NUMBERS ON THE MAILING LABELS! For those of you who notice such things. Starting with the March issue we've added a number to the mailing label (or, in some cases, letters). Following your name you should find your organization (4, 7, etc.) if you've given it to us. Following that there should be a two digit number which is the YEAR of which you are CURRENT in your dues. In the past Ray would add this in by hand but now it's added as the mailing labels are printed and it will tell you how you stand on DUES. If you see a number less than 91--YOU are in ARREARS and owe for your 91 dues! Life members are indicated by LM and a few may find MM listed on their labels. If you have less than 91 on your mailing label, why not drop your check for \$7.50 in the mail and become an ACTIVE MEMBER of the 34th BG Assn? Be assured of getting future issues of MM.

CHANGE OF ADDRESS: From now on, please send any change in your personal data (address, spouse, phone number, marital status, etc.) to Hal Province, 111 Province Lane, Carriere, MS. 39426. Labels are printed a month prior to the month of issue. (Labels were printed the first of August in order to send out this issue of MM). If your change is submitted at least a month before the next issue we can almost (repeat-ALMOST) guarantee your copy of MM will be delivered to the correct address! Deadlines are the first of February, May, August and November.

HAROLD PROVINCE
Treasurer

LOST SOULS
(Moved, Strayed, or ??)

LAST NAME	FIRST NAME	ORGN.	LAST KNOWN ADDRESS	CITY	STATE	ZIP
BURKE	GERALD		508 SNEAD ROAD	FAIRFIELD GLADE,	TN.	38555
DAYE	PHILIP J.	7	60 E. 52ND PLACE	HIALEAH,	FL.	33013
FLORIE	DAVID	4	4331 CANTERBURY DRIVE	LA MESA,	CA.	92041
FRIEDLANDER	GILBERT	391	5719 SUNNYSLOPE AVE.	VAN NUYS,	CA.	91401
GOLDBERG	SID		BEACH DRIVE	MIAMI,	FL.	33141
GREEN	GERALD		1505 POWERS ST.	LEWISTON,	ID.	83501
HENSON	HAROLD	18	5614 SANTA MONICA DR.	TAMPA,	FL.	33615
LAURIE	CYRIL		3029 WHEATON WAY	BREMERTON,	WA.	98310
MILLER	CORDELL		P. O. BOX 606	ELECTRIC CITY,	WA.	99123
ORTON	WILLIAM J.	1446 ORD.	P. O. BOX 611	CASCADE,	ID.	83611
PRITZ	JOHN	18	3801 GALBRAITH RD. #314	CINCINNATI,	OH.	45236
SCHAFANTI	DANTE		9810 ZELZAH #121	NORTHRIDGE,	CA.	91325
SPROUL	CRANSFORD	391	413 OAK STREET	SEBASTIAN.,	FL.	32958
SWARTHOUT	ROBERT K.		1313 NICOLET PLACE	DETROIT,	MI.	48207



Does anybody know these guys?

JOHN BOYSUN - Great Falls, MT.

Recently the B-24, "All American" visited our airport in Great Falls. It was exciting for me because I got to see it come in and, later, to go through it and look it over. It sure brought back a lot of memories. They did a super job of restoring it. I'd have to say it's combat ready. One may never get to see a plane like this again.

I probably won't get to make this year's reunion but do plan to make the one in Las Vegas next year.

LUCILLE (ALBERT) SNYDER - Pittsburgh, PA.

Regretfully, Al passed away on Oct. 3, 1990, following quadruple by-pass heart surgery. How thrilled he would have been to have finally "found" someone from his bomb group. He was "Air Force" all his life, attending air shows, corresponding with people he met, collecting every Air Force book he could find, reading and re-reading them, cherishing his memorabilia and regaling his family and friends with his many "war stories". He told stories of his pilot, Capt. Sam Laskin, and two close buddies, Bill Woods and Johnny Wolff. We talked many times of a trip back to Ipswich, England, but his health declined and we never got there.

I am enclosing a check for a years' dues in your association - he would have wanted that. I only regret that we learned of your group too late. I do believe, though, that he now knows about it and is so proud.

ROBERT WRIGHT - South Bend, IN.

I had major surgery for acute bowel obstruction and acute appendicitis on May 4th, 1991. Lost 26 lbs. but have put 7 lbs. back on. Feel great now and doing everything.

Bob Cole's wife, Virginia, just had a new hip replacement and will be ready for the Louisville reunion.

Don't Forget To Send In Your Dues

Mail \$7.50 to: Harold Province
111 Province Lane
Carriere, MS 39426

OLIVER BOLDUC - Chaplin, CT.

I always enjoy the newsletter and regret the fact that the ground crews, myself included, have done very little to send in articles and pictures or to even attend the reunions. We are all getting older and having physical problems more and more and I know someday we'll regret the fact that we did not do more to help such a meaningful group.

A pilot, Robert Blum from Pennsylvania, called me a few months ago. It was quite a surprise. He and his crew flew in one of my planes many times and was always so appreciative for the good maintenance we, as a ground crew, gave the plane. I'll have to admit I had two fine crew men to assist me. They worked many long, hard hours, never complaining, giving their best. Our record shows 91 flights over enemy territory without abortions. Thus I have a bronze star awarded for it.

Keep up the good work. Sorry to hear that Ray Summa has had such setbacks.

YVON CHARBONNEAU - Seaford, NY.

I have been a long-time member of the association but not an active one. Before I go further I must compliment you on the incredible job you have done over the years. You have kept a very important part of our lives live on when it could easily have been forgotten. (This compliment to Ray Summa.)

I flew tail gun with Lt. James Stewart, starting back in Blythe, CA. on B-24's. Unfortunately, I only see Bob Korf's name appear from time to time. The rest of the crew must have disappeared. I'm writing because in the last issue of M.M. a picture of my crew appeared on page 11. I would dearly like to get a copy as I have no pictures at all of my crew. One of these days I'll make a reunion, before we all are gone.

HENRY J. MACIASZEK - Federal Way, WA.

Finally, after all these years, I am attempting to make contact with people of my old group, the 34th. I was one of the station radio operators in England. Capt. Ingram was my boss. I joined the group at Otis Field and stayed with it until the war's end in England.

Is it possible to get the address of an old buddy? The person I was closest to was Bill Glynn and I lost track of him right after discharge in 1945.

Continued on page 6

Notes From Our Friends

Continued from page 5

LEO GRELEWICZ - Buffalo, NY.

The postmaster in Buffalo forwarded your letter asking for information regarding the address of Delphian D. Grelewicz.

He was my cousin. I'm sorry to say that he passed away on Dec. 23, 1988. He had changed his name to Daniel (Del) Grel and was living in Ft. Lauderdale, FL. I believe his wife and children are still there.

JOHN M. GREEN - Lake Charles, LA.

I noted your announcement of the 34th Bomb Group's upcoming reunion. I joined the 34th at Blythe, CA. and was discharged from the 7th Sqdn. in 1945. I'd appreciate information on the Louisville reunion. (Editor's note: Ray has written him)

DONNA J. SEVILLA - Torrance, CA.

I'm the daughter of Anthony Trutanich. I'd like to have more information of the 1992 reunion in Las Vegas. I think I've convinced my dad to go (with all of us). Thanks in advance. (Editor's note: We'll be sure they get the information.)

RANDY BAILEY - Rochester, NY.

I spoke to Ross Minge about that tragic event of June 7, 1944, in which my uncle (TSgt. Robert F. Kruse) was killed after being shot down and crashing into the equipment store. Ross said he was an eye witness, being he didn't fly that day.

One thing I'd like cleared up is the time of the attack by intruders. In "The Mighty Eighth" by Roger Freeman, and Ross's comments, the attack was at dusk over Mendlesham. However, all reports given say 2335-2347 hours, which is about 4 hours after dusk, close to midnight. Ross also said that the fighters had the B-24's between them and the setting sun, making them easier targets, also setting dusk as the time of the attack.

Ross said IFF codes were not in effect that day making it easier for the intruders to get in. Also, from that day on the gunners didn't take their guns out before landing.

Ross also said no one survived which contradicts the history that says the top turret gunner survived. I found a letter at my mother's dated July 9, 1944, saying that Lt. Elmer Wilson was grounded that day and didn't fly with the crew. Also that the surviving gunner was Edwin J. Irwin, who was recuperating in the hospital, apparently from the jump.

I would appreciate hearing from anyone who knows more about this event or who knew my uncle, Robert F. Kruse. Please write to me at 136 Heberle Road, Rochester, NY. 14609.

BERNICE "MOM" SPENCE - Zephyrhills, FL.

I now live here at the T.L.C. Care Center. I'm alone now and get very lonely and depressed.

I have now received Gil's Silver Star citation. It was all very lovely. If only he could have been here to see it. He had been notified he would get it. I miss him more each day. But we have to accept God's way. He had been told he had cancer and would have to have surgery and treatments. I believe God called him home early to avoid suffering and pain.



A.M. (Buddy) Johnson.

TAYNETTE M. (LOUIS) LONG - Marietta, OH.

I'm sorry to report that Louie suffered a massive heart attack from which he never recovered on March 2, 1985. His passing was a tremendous shock to me and our 4 children. Our oldest daughter was born while Louie was serving on his B-17, (Out Of This World), in England as Radio operator-Gunner.

Several of his crew members are no longer living. I do keep in contact with 4 of them - Milton Anderson, Edward Dreyer, Richard Davidson and Fred Waltz.

How pleased Louie would have been with your letter concerning the reunion and he would have looked forward to attending in September and renewing old acquaintances. He never forgot a face. Our son is so interested in learning of his dad's experiences but, like so many others, Louie really never talked about their missions, etc. Good luck and Best Wishes to all the 34th.

WALTER STURDIVAN - Stockton, CA.

I got a chance to see the Collings Fdtn. B-24, "All American", at both Oakland and San Jose in May. I enjoyed talking to several people about the B-24 and how we also had the B-17 in our stable. One man was surprised to learn that there were, indeed, B-24's in the 3rd Air Division in England.

Since the owners plan to use the plane for display purposes, perhaps we could arrange to have it come to one of our reunions. It might be worth a try.

Continued on page 7

Notes From Our Friends

Continued from page 6

WILLIAM V. SHERMAN - Miami, FL.

The June issue had an article by Herb Mermelstein that sparked my memory concerning the JU-88 intruder. This event took place about 11:00 p.m. on June 6, 1944. The group was returning from the second mission of the day. During landing operations a JU-88 followed them in. I suspect there were more than one. However, we were alerted to the situation by the voice on the P.A. We dashed out of our huts with our carbines in time to see a JU-88 fly very low from the north with wing lights on. We realized after it had passed what it was. Of course, our pea-shooters would have been useless. I also recall hearing the JU-88 cannon making a popping sound. I also saw one of our planes in a stall over the field. Just before it dove in some crew men bailed out. We heard two of ours were lost. Possible some of you guys out there could add to this.

PETER W. GASKIN - Essex, England

We are friends of Harold and Gen Rutka. My wife and I are planning a trip to the States in September. We'll be staying with a family in Yellow Springs, OH., just about 3 hours drive from Louisville and the 34th B.G. Reunion. We would like to come down for the weekend to meet all the nice folks we had met in England. What we need is information regarding who to contact to make arrangements.

I would also like to join the 34th B.G. Assn. as an associate member. Please let me know who to contact. (Eds. Note: I'm sure Ray has already given them the necessary information.)

RON BLAKE - Stowmarket, England

Last year I was appointed the parish representative on the "Return To England In 1992", organized by the East Anglian Tourist Board. As we in Mendlesham are very much involved with the veterans, we are very much interested. To date, however, we have no news of a reunion in UK by the 34th next year. Are there plans for the 34th to come over next year? It would help us with arrangements here if we could be notified.

ALFRED BERNARDO - New Cumberland, PA.

I was on a land crew and Robert Patterson (now a judge) was our navigator. After I had my 30 missions in I was sent back to Texas. I remember there were four of us and our job was to moor bombers after they were "pickled".

We only had one or two a day to tie down so we had a lot of time on our hands. To pass the time we would all jump into our weapons carrier and chase jack rabbits. Unlike cottontail rabbits, jack rabbits didn't have a hole to go into. I remember we would run those poor rabbits until they couldn't go anymore.

Just a memory that sticks with me.

PAUL A. KUTCHER - No. Canton, OH.

You've found the right Paul Kutcher. I'm glad I am not the one on that TAPS list you saw.

EDWARD F. EBERT - Swansville, IN.

Thank you for contacting me. I did serve with the 34th B.G. as bombardier on Don Carman's crew.

Continued on page 8



Crew and passengers after return from England. They are (no order) Fred Gootz, Earl Ruhmann, Charles Evans, David Connor, Richard Lewis, Rosco Hunter, Homer Cozzens, Kenneth Chancey, Joseph Mar-

tin, Ray Hudelson, Ray Summa, Willard Weichman, Raphael Avallono, Otto Smith, Clarence Ulrich, Milo Bunn, Windel Poole, James Carroll, George Hebert and Harold Dubro.

Notes From Our Friends

Continued from page 7

MONA (BOB) KORF - Montrose, CO.

Had certainly intended to let you know sooner about the death of my husband, and best friend, Bob Korf. He passed away on 18 Dec., 1990. For him it was a blessing that he did not linger, but a big shock for me as he had not been ill. He got up the morning of the 16th, not feeling well. By noon he had not improved, and he complained that his arms felt like lead. I drove him to the emergency room and they said he was "trying to have a heart attack". After several tests they found a hole in his heart plus one plugged artery. They did not recommend surgery at that time. The hole kept getting larger, and he did succumb to that. His whole system had finally shut down and he lost consciousness the last 10-12 hours. I miss him terribly.

Bob enjoyed Mendlesham Memories. It certainly takes a lot of teamwork on everyone's part to keep it going so well. Keep up the good work!

WALTER JACKSON - Illinois Veterans Home

I do volunteer work here, such as delivering messages from one nurse's station to another, delivering Osmilite to each end of the hospital for the patients, taking wheelchair patients on sight-seeing trips, etc. I got the newsletter and enjoyed it very much. (This note written for him by volunteer Penny Ruble).



John Campbell and Bob Gay at Mendlesham, 1944.

CARL STEMEN - Bremen, OH.

I thought I should write and tell you what a heck of a gift I gave Peg and our children for Mother's Day.

Our family had left to return to their homes when I felt some tightness in my chest. Within 45 minutes I was wheeled into E.R. and immediately categorized Code Blue. After spending 5 days in the I.C.U. and two weeks in the hospital, I am now recuperating at home. Last week I had a stress test and it went well. The next 12 weeks I go through Cardiac Rehab. If all goes well I hope to be through this in time to go to Louisville, which is not too far from my home.

Ray Summa has called to keep in touch and Carl and Imogene Freysinger have made several visits to both the hospital and our home. We are very thankful for good friends. So, if the good Lord is willing and nothing else develops, I hope to see you in Louisville.

DEAN HANSEN - Bonita Springs, FL.

The note from John Hanson prompted me to write this note. I piloted a B-17 on the mission that Oscar Hanson was shot down. First, I slept in the bunk next to Oscar's but really didn't get to know him too well. He was quiet but always pleasant.

The Merseberg mission was a very tough one and we lost many B-17's. During the bomb run we became split up by the intense flak. Somehow I came out by myself. I saw a plane just ahead of me and was able to get on his right wing. I had no idea he was in trouble or where the rest of the squadron was. The conditions were extremely wild at the moment.

Shortly after getting on his wing he banked right into me but, fortunately, we missed and he went down. This was my third mission and it affected me very deeply. In fact, it still does.

I was the 4th Hansen to fly in the 391st and the only one to live. The others spelled their name with an "o" (Hanson), while my name is spelled with an "e". I went on to complete my 35 missions.

Shortly after the war ended I went to International Falls to visit Oscar's family. I don't know whether John or Jim remember me, but one of them told me what a great flier Oscar was. I'd be glad to correspond with them should they wish.

I read my Mendlesham Memories with great interest. I have never written to any publication, but this note struck me so hard that I just had to write. I will try to get to the reunion in Louisville. Keep up the good work.

PETER H. CORRIGAN - Lakewood, OH.

I am the Peter Corrigan you've been looking for. I was a waist and lower ball turret gunner in a B-17 aircraft, assigned to the 18th Sqdn. of the 34th B.G. I'm considering attending the annual reunion if my schedule permits.

JOHN FOWLER - Brooklyn, NY.

My original crew was the "Breezy Louise" (Lt. Parkhurst - crashed taking off in 1944). I did not fly with them since they took the tenth man off the crews after heavy losses. I was odd man out.

I was then sent to Jammer school in Dec. '44, and flew numerous missions in '45. I was wounded on St. Patrick's Day in 1945. I'm looking for the crew I flew with that day. I'd like to thank them for saving my life. Hopefully I'll meet them in Louisville this Sept. if I'm well enough to travel.

NEWS FROM HERE AND THERE

From a Mr. Claude McMichael we have the following:

I served with the 43rd B.G. in the S.W. Pacific during WWII. Years ago, while I lived here in Mesa, I knew a Paul Drabaugh. I've now moved back here to Mesa and have tried to locate him. So far I haven't had any luck. I was hoping someone in your group might know of his whereabouts. If so please write: Claude McMichael, 617 S. Revolta Circle, Mesa, AZ. 85208. Thanks!

From a Mr. Dick Hirdes we have the following:

I'm a member of the Friends of the U.S. Air Force Museum and would like to get in touch with any crew member of the 34th B.G. who took part in Operation Chowhound at Schiphol, Amsterdam, Holland on May 3, 5, 6, or 7, 1945.

I have just read the book "OPERATION MANNA/CHOWHOUND" which identified the various groups taking part in this operation. Tears welled up in my eyes at the memories it brought back. There are moments in one's life one never forgets and I vividly remember sitting on the roof of our house in Amsterdam, waving like mad and crying my eyes out at the B-17's roaring low overhead.

I have always wanted to get into contact with anyone involved in that operation, not only to be able to personally express my gratitude, but also to get information for building a 1/48 scale model of one of the B-17's that actually took part in it. Any help will be appreciated. Write to: Dick Hirdes, L'Esterton - B, Domaine du Loup, 06800 Cagnes sur Mer, France. Thank you.

From member, John Moreno, we have the following:

Something exciting happened on April 12th. I received a letter from Cris Baker, a friend of mine who has a tour company in England called British Pride Tours. Cris wrote to tell me that East Anglia will see an explosion of special events to commemorate the 50th Anniversary of the arrival of the U.S. 8th AF in Britain in 1942.

There will be memorial services, special exhibitions, Glenn Miller style dinner dances to get you "In The Mood" and spectacular flying displays bringing together American war planes of the second World War.

There will be Flying Fortresses, P-51 Mustangs, B-26 Mitchell, and P-47 Thunderbolts. All open to inspection and then being put through their paces at spectacular flying displays, including "Dogfighting" and bombing attacks.

So that we may pay our respects to the more than 75,000 airmen killed or missing in action, who made the supreme sacrifice, at memorial sights, Cris is including a special Commemorative service and our own wreath-laying ceremony at Mendlesham in both of his tours. The 34th BG ceremony will include a color guard from a nearby USAF base and, weather permitting, a flypass of U.S. jets. After the ceremonies a pub lunch with local villagers.

Cris has asked me to be tour director on these tours and I'm thrilled to be part of what may be the reunion of all reunions. Anyone interested in receiving a complete itinerary can write to me at 1398 Community Drive, St. Helena, CA. 94574 or to British Pride Tours, 484 Lake Park, Suite 67, Oakland, CA. 94610...Fax - (415) 654-4200

From a Mr. Wallace R. Forman we have the following:

My hobby is the world's second largest private collection of aircraft pictures - 650,000 examples of over 34,000 different makes and models, US and foreign. A year ago I discovered I had nose art pictures for 1,300 B-24's, which has now grown to 1,700. I am now undertaking a similar effort for B-17 nose art - have about 1,000-but, before I get going on that, I want to make one last attempt to reach B24 guys in case any of them might be interested in the B-24 nose art list or would like to contribute any nose art pictures to expand this collection. At my death this collection will be willed to the Smithsonian Inst. It can't be willed to the 8th AFHS because so many planes are included from the Mediterranean and Far East air forces.

Anyone ordering the list will receive a free copy-machine print of the nose art of their choice. The cost is \$6.00 of which \$1.00 will be paid back to the 34th B.G. treasury.

My nose art pictures will never be published. I ask for more pictures because the number of us WWII AF types is getting smaller and smaller, and I hope to get more inputs before some unaware widow junks some very valuable pictures. What I assemble will be preserved for the benefit of curious future generations.

Please write to: Wallace R. Forman, 2161 W. County Road B, St. Paul, MN. 55113.

From a Robert C. White we have the following:

I recently saw the notice of your planned reunion in the Friend's Journal. The Aviation Cadet Alumni Assn. would be most grateful if you would bring our association to the attention of your members. Former pilot cadets are invited to submit their Flight Class and Primary, Basic and Advanced schools to us. We are now in our sixth year and have over 19,000 members. We finance this personally with help of occasional donations so there are no dues or fees, nor will there ever be. Every day we bring together old friends and classmates and much of our success is due to the support of combat organizations like you own.

Any of our members who are interested may write to: Aviation Cadet Alumni Assn., c/o Robert C. White, 54 Seton Trail, Ormond Beach, FL. 32176.

I am seeking contact with any 43 K cadet who was launched at SAACC, San Antonio, TX. We are building a roster with the aim of a reunion in the future. 43 K cadets out of San Antonio Preflight, please contact Harold A. Jacobs, 17545 Drayton Hall Way, San Diego, CA. 92128. Please include flight schools attended.



Ball Turret Gunner (Know Him?).

SPECIAL

Bill Creer is having some tie tack, lapel pins made. He sends in the following:

This notice should make sense to WWII 8th AF members who were recipients of the "Lucky Bastard" certificate. Agreed, this jovial award was additional to the official recognition program. However, for many it is held in highest esteem. The purpose: To cheer those who were "Lucky" enough to survive their wartime missions and thus be able to return to home and loved ones.

Many have voiced a need for some reminding symbol of this accomplishment. We now have one. It was designed to recognize those lost and those "Lucky" enough to complete their wartime missions. It is an upturned horseshoe studded with rubies. The rubies remind us of those who gave their all. The upturned horseshoe with the letters "L B" of those who returned from each mission and were unanimously elected a member of "THE LUCKY BASTARD CLUB".

(Ed. Note: We're told that Ray Summa will have these at our Louisville reunion for a price of \$5.00 each.)

SPECIAL

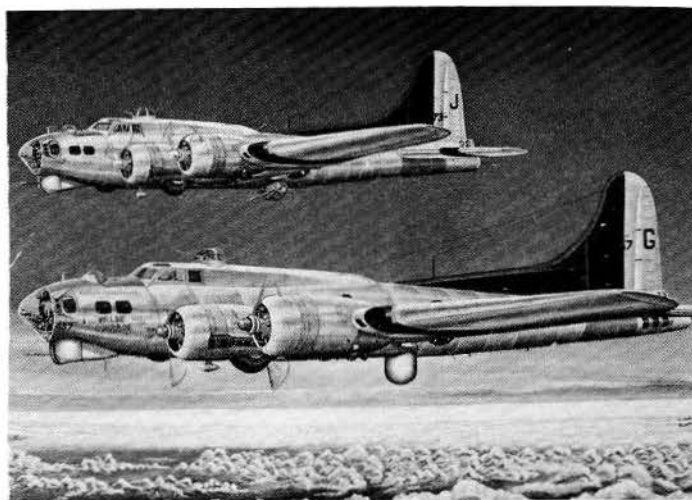
Roblert Alves of No. Olstead, OH. became so infuriated with the situation following Operation Desert Storm that he wrote the following article and sent it to the Cleveland Plain Dealer and the Elyria Chronicle, as well as to us, as follows:

The United States deployed 540,000 men and women to the Gulf and, under the command of Gen. H. Norman Schwarzkopf, they performed a miraculous victory over Saddam's Republican Guard and his vast army divisions. We shall ever be indebted to the general and all our brave men and women who participated in this battle, Washington had given assurance there would be no interference and the general would call all the shots. This he did brilliantly in his master plan cutting Saddam's forces to shreds and with a minimum loss to our men and women. However, there is a parallel to the ending of the offensive in Desert Storm and that of the last days of WWII.

Gen. George (Blood and Guts) Patton was racing towards Berlin with his huge tank corps and infantry with very little resistance but, within earshot of Berlin, he was ordered to stop the offensive action. He and his troops could easily have occupied Berlin days before the Russians arrived but, in a diplomatic maneuver by Washington, it was decided the Russians should have the honor of occupying Berlin first. We paid a very high price in the Berlin decision just as we are paying a very high price in the Gulf. First, the Russians divided the city into East and West Berlin, securing the boundary with the infamous Berlin Wall. People in W. Berlin could not visit their relatives in E. Berlin and vice versa. Many Germans, trying to escape to W. Berlin, were killed. But, last and not least, the United States was obligated, at exorbitant cost, to form the Berlin Airlift. Our planes had to fly through a narrow corridor to deliver tons of food, medicine and other essentials to the people in W. Berlin,

and for a considerable length of time.

Now we come back to a very similar situation in Iraq. There can be little doubt that Gen. Schwarzkopf planned to continue to march into Baghdad and give the country back to the Iraqi people. He could have cleaned up the whole situation in less than a week because, at the time, the Iraqi army was in complete disarray. The end result shows Saddam Hussein still in power and calling all the shots. The time lapse has allowed his forces to regroup and recover many of their tanks and weapons, resulting in a formidable military force. Helicopters, which were to be used only for transportation, have killed many thousands of Iraqis who were trying to overthrow Hussein or leave the country. The question will remain forever -- "Was it worth all the cost in lives and money only to find the situation in Iraq the same as it was when we deployed 540,000 men and women to the gulf?". (Editor's note: Minor changes have been made in the article in the interest of space.)



Painting of two 34th B.G. B-17's which Carl Nichols will donate.

SPECIAL

We hear from Carl Nichols that he and Kate will not be joining us at Louisville because they will be celebrating their 50th wedding anniversary on Sept. 28th while we're there. It might be nice if some of you sent them congratulatory cards mentioning that we'll miss them in Louisville.

Carl has started the Tamsen Munger Gallery in Fresno for his daughter and has a painting of two 34th B-17's (seen here) which he wants to donate to the group if we can find a suitable place to hang it. One possibility is the 8th A.F. Museum at Barksdale, but our B.O.D. will have to make that decision.

Tamsen Munger Gallery has much art relating to WWII air forces. If anyone is interested you can call 1-800-626-1157 or write to: Tamsen Munger Gallery, Pavillion West Shopping Center, 2071 West Bullard, Fresno, CA. 93711, and I'm sure they'll send you a brochure.



ROSE'S CORNER

Dear Friends;

My mailbox has been sadly lacking letters which means I must get some words on paper, so I will print a lot of wisdom in this small space. Here goes:

This, too, shall pass; In God we trust; Charity begins at home; Man proposes, God disposes; and Let sleeping dogs lie.

How's that? My next four words are: You Must Try These!

Doris Brauks was kind enough to send these two recipes and I found them very good for mailing to the grandchildren. Thank you, Doris.

ENGLISH TOFFEE

Chopped pecans (or almonds) 1 tsp. vanilla
1 cup sugar 1 12 oz. pk. milk chocolate chips
1 cup butter

Spread nuts on a cookie sheet. Combine butter and sugar in a heavy bottomed pan and cook, stirring constantly, to a hard-crack stage (310 degrees), approx. 16 minutes. Color should be amber. Add vanilla and mix well.

Pour toffee mixture over nuts on cookie sheet. Sprinkle chocolate chips over the mixture. When chocolate is melted spread chocolate over toffee with a spatula. Sprinkle additional nuts over chocolate. Cool to room temperature, then refrigerate for 30 minutes. Then break into squares.

HEATH BARS

35 soda crackers 1 cup brown sugar
2 sticks butter 1 12 oz. pk. chocolate chips

Cover cookie sheet with foil. Line with crackers. Melt butter over low heat and stir in brown sugar until thoroughly mixed. Pour mixture over crackers and bake at 350 degrees for 5 to 10 minutes, depending on your oven. Remove from the oven and sprinkle chocolate chips over the crackers, making sure to seal the edges. When hard break into pieces.

We are looking forward to meeting again with our old friends and making a lot of new ones at Louisville! Be there!

Rose

—MOVING?????—

Don't jeopardize receiving your next copy of MEMDLESHAM MEMORIES by NOT telling us of your NEW ADDRESS! The Postal Service WON'T forward copies of MEMORIES! We need your NEW ADDRESS! Please advise HAL PROVINCE, 111 PROVINCE LANE, CARRIERE, MISS. 39426 of your NEW ADDRESS!



Paul Austin.

Memories

CRASH SITE VISIT

by Wallace G. Brauks

On that fateful day of Sept. 22, 1944, on my 25th mission with the 34th Bomb Gp., little did I know how my life would change. I was a waist gunner on a B-17; destination, a bombing mission over Kassel, Germany.

My plane, the Wrangler, and another B-17 in our squadron had a mid-air collision close to the town of Paderborn, Germany. The other plane just came down on top of us. Its No. 3 and No. 4 propellers cut off our tail section just aft of the waist window. It then made a hard left bank, with our tail section lodged into its engines, and exploded in a great ball of fire. (an eye witness told me of this later.)

That crew of 10, along with my tail gunner and four other members of my crew, died in that explosion. As my plane was spiraling downward I thought, "THIS IS THE END!" and my whole life flashed through my mind.

I took off my flak helmet, flak vest and oxygen mask and snapped on my chest pack chute. At that time we were at 25,000 feet of altitude. As I was floating down I searched the skies for any other planes or parachutes from my squadron and saw none. I remember thinking, "Oh, what a beautiful and peaceful countryside." On that fateful day 15 men were killed and the survivors became Prisoners of War (POW's).

Continued on page 15



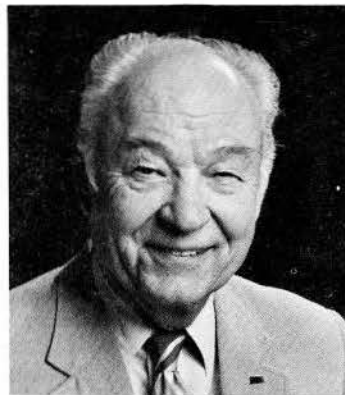
Then and Now



Carl O. Nichols



1944

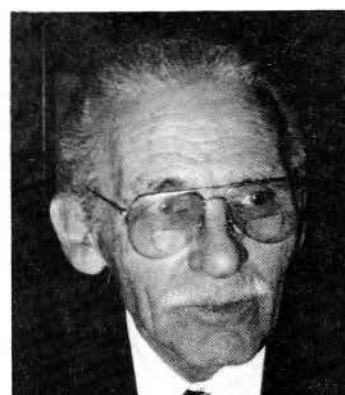


1988

Donald J. McCarthy



1944



1989

William J. Orton



1944



1987



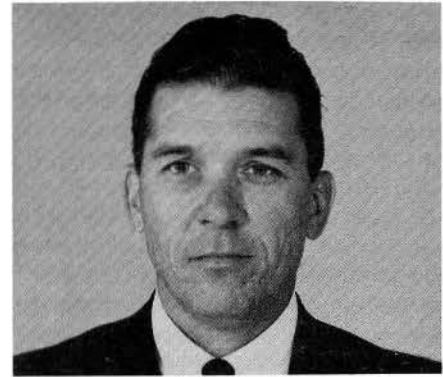
Then and Now



Edward H. Quinn



1944

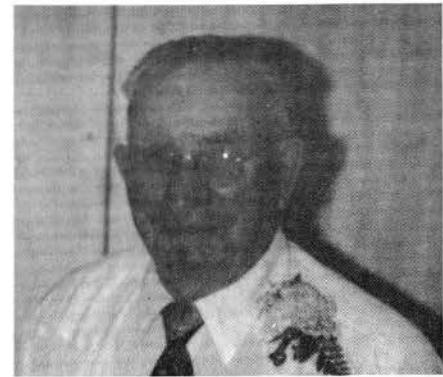


1989

John L. Quinnell



1945



1988

Joe P. Rapisarda



1945



1988

NEWLY FOUND

(As of 7/25/91)

Editor's Note: This issue of Mendlesham Memories will not include an "Address Changes" section inasmuch as all of the latest addresses we have are in the "Roster" included with this issue.

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>ORGN.</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
ANDERSON	MILTON D.		BOX 371	OVERTON,	NV.	89040
BIRKO	THOMAS (ELIZ.)	4	5207 RIVER ROAD	NEVILLE ISLAND,	PA.	15225
BLALOCK	RICHARD		1958 LYONS ST.	WINSTON SALEM,	NC.	27107
BUCKLEY	ROBERT J.		HCS BOX 182	SQUAW LAKE,	MN.	56681
DAVIDSON	RICHARD V.		341 SO. STEWART AVE.	LOMBARD,	IL.	60148
DREYER	EDWARD T.		2129 DATE PALM AVE.	NO. INDIATLANTIC	FL.	32903
GASKIN	PETER		39 LIONEL OXLEY HSE., NEW RD. GRAYS	ESSEX	ENG.	RM17 6PP
GREEN	JOHN M.		415 W. McNEESE	LAKE CHARLES,	LA.	70605
IRWIN	EDWIN J.		424 SEWARD AVE.	GRAND FORKS,	ND.	58203
KNUDSON	ROBERT J.		509 SO. PONCE DE LEON BLVD.	ST. AUGUSTINE,	FL.	32084
MACIASZEK	HENRY J.		29853 8TH AVE. SW.	FEDERAL WAY,	WA.	98023
McBLAINE	ROBERT	4	2170 SW. 192ND ST.	ALOHA,	OR.	97006
MILLER	LEWIE H.		118 THRIFTSIDE DR.	GREENVILLE,	SC.	29609
SNYDER	ALBERT (LUCILLE)	18	538 MARIE AVENUE	PITTSBURGH,	PA.	15202
WALTZ	FRED	4 & 391	BOX 391	HARRISVILLE,	RI.	02830

NEW LIFE MEMBERS

(As of 7/25/91 - Total Now 203)

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>ORGN.</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
BALLANTYNE	ROY I.	7	P. O. BOX 91	WAUCHULLA,	FL.	33873
HUNTER	THOMAS G.		238 MELROSE DRIVE	NORTH SYRACUSE,	NY.	13212
PRILLAMAN	HARRY A.	7	P. O. BOX 3110	MARTINSVILLE,	VA.	24115
SNELLINGS	THOMAS P.	GRP.	109 PENHURST ROAD	RICHMOND,	VA.	23221
WALTZ	FRED F.	4 & 391	90 NORTH HILL RD.	HARRISVILLE,	RI.	02830



TAPS

(As of 7/25/91)

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>ORGN.</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
ANDERSON	ALVIN D.	391	P.O. BOX 25, FISHERMAN'S RD.	FAIRHAVEN,	MA.	02719
ARTUSO	ANTONIO B.	391	704 PINE ISLAND DR.	MELBOURNE,	FL.	32940
BIRKO	TOM		5207 RIVER RD.	PITTSBURGH,	PA.	15225
BYNUM	EDWARD	4				
CHAPLE	RICHARD	4				
GLYNN	WILLIAM		260 BELLMORE AVE.	ONEIDA,	NY.	
GREEN	HARVEY			MERIDIAN,	UT.	
GRELEWICZ	DELPHIAN D.			BUFFALO,	NY.	
HARMON	CHARLES	7	THIRD STREET	FAIR HAVEN,	VT.	05743
ISHERWOOD	DON			VERONA,	PA.	
KORF	ROBERT	391	1009 PHILLIPS COURT	MONTROSE,	CO.	81401
LONG	LOUIS W.		115 SCHILLING ST., RT. 7	MARIETTA,	OH.	45750
PILCHER	GERALD	4				
RAKITA	SYDNEY	4 & 391				
SMOUSE	EDGAR	4 & 391				
SNYDER	ALBERT W.		538 MARIE AVENUE	PITTSBURGH,	PA.	15202
STAHL	CARL			CLEVELAND,	OH.	
SUMMERS	ROBERT	4 & 391				

Memories

Continued from page 11



Wreckage of B-17 "The Wrangler", 9-22-44 at Hovelhof.

As I got closer to the ground I could see a detachment of German soldiers in the distance. Landing extremely hard I injured my left ankle, which pains me to this day. A young boy, 13 year old Ferdinand Schnietz, came running toward me. I gave him my pistol and escape kit, which later proved to be a good decision. He helped me into a nearby farmhouse. A young girl, Hildegard Henkemeyer, brought me a cup of coffee. I gave her a chocolate bar that I had in my pocket. Later the German soldiers came and took me away for interrogation at Dulag Luft in Frankfurt, Germany.

After being interrogated for five or six days, which was extremely gruelling, I was sent by train to Stalag Luft IV in East Prussia. I remained there until February 6, 1945, when our camp was evacuated because the guards did not want to fight or surrender to the advancing Russian soldiers. In the brutal winter of 1945 the entire camp of 6,000 American and English prisoners were marched westward. This march was the beginning of the "Eighty-Six Day Death March".

We left a trail of slime and blood across Germany. Conditions were horrible - so horrible that customary medical boards have not been able to evaluate them. Practically all the POW's suffered some degree of malnutrition, gastritis, dysentery, respiratory disease, skin disease, fleas, scabies, arthritis, frost-bite, exposure to cold, and nervous conditions.

For 86 days we marched. We were forced to march more than five hundred miles, on starvation rations, and in severe sub-zero temperatures. We slept in open fields in all weather conditions - ice, snow and falling rain. We lived in filth beyond comprehension to the American mind. We survived on miserable rations of less than 800 calories per day. (The American GI normally gets about 3,500 calories per day.) Men with temperatures of 105 degrees, men with pneumonia and men with frozen feet or abscesses had to march with the others or die. On the

86th day the English Armored group liberated us. They were a beautiful sight to behold.

Some years later I wrote the Bureau of Archives in Washington, D.C. and asked them if they had any data on me being a prisoner of war. Much to my surprise they sent me six pages of Luftwaffe documents that had been translated into English. The documents gave the time of capture, type of plane and condition, names and fate of crew members, as follows:

The downing of a Boeing B-17G, about 30 meters north of the church of Hovelriege (field of Henkenmeyer) about 17 km northwest of Paderborn on Tuesday, 22 September, 1944 at 1445-1450 hours.

Crew I

1st Lt. Whited, R.	T/Sgt. Washco
1st Lt. McDermott, M.D.	T/Sgt. Garmon, W.
1st Lt. Jorgenson, W.L.	T/Sgt. Brauks, W.G.
1st Lt. Lambert, H.K.	S/Sgt. Mink, C.A.
	T/Sgt. Moyer

2 dead buried at cemetery of Hoevelriege

Crew II

Lt. Durret	Sgt. Welsh, D.S.
Lt. Ferguson, K.R.	Sgt. Hudson, W.O.
Lt. Booth, R.T.	Sgt. Roberts, C.
Sgt. Palmer, J.W.	Sgt. Wingfield, D.L.

10 dead buried at cemetery of Ostenland near Paderborn

After years of thinking of my experiences I decided to return to Germany to visit the crash scene. In April of 1990 I attended a Missing In Action - Prisoner of War (MIA-POW) conference at Scott Air Force Base, Illinois. Through the course of my conversation with Col. Hogel I told him I was planning a trip to Paderborn, Germany. He suggested I contact Mr. Richard Brauer, Mayor of Belleville, IL. as Belleville is the sister-city of Paderborn. Mayor Brauer contacted the German-American friendship group, telling them of our impending visit. In a few days all contacts had been made and we were set to go.

After many delays in flight and getting lost, we arrived 16 hours later than had previously been planned. We flew to Frankfurt from St. Louis, then took a train to Paderborn. The train ride was truly a beautiful trip, very scenic, just like the movies.

We were met at the station by Barbara Wessel and her family. Barbara's mother drove us to the Hotel Ibis where we stayed. Upon arrival at the hotel several people of the German American friendship group joined us in the lobby. They said they had planned a reception for us but, due to the delay of our arrival, the party was put on hold.

We were extremely tired, but we sat there in the lobby drinking coffee and discussing our itinerary. I showed them the documents and told them of my desire to revisit the crash site. Mrs. Eileen Roust said she would try to locate the Henkemeyer farm.

That afternoon we had a reception with Willie Luke, Burgomaster of Paderborn. He presented me with a tie that had the coat of arms on it and gave Doris a scarf with scenes of Paderborn on it. I told the Burgomaster I was interested in locating the Henkemeyer farm. He

Continued on page 16

From the collection of:
 Al Israelsen
 Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944

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Memories

Continued from page 15

said he knew just the place. He had gone to school with Henkemeyer and had heard the story of the crash. Arrangements were then made to visit the farm.

(To Be Continued in Dec. Issue)



In City Hall of Paderborn at Champagne Reception. L. to r.: Ellen Rost, Wallace Brauks, Doris Brauks and Burgomaster Willie Luke.

THE B-24 NOSE-WHEEL MODIFICATION

by W.N. "Pete" Gray

Many of the ground crews as well as the flight crews will recall the problem we had with the nose-wheels on the new B-24's back at Blythe, just before we left for England. It seems that some of them had a tendency to collapse while sitting on the hardstand. Not all of them had the problem but after it happened a few times the engineers at Consolidated were consulted and, as you might expect, they quickly found the cause and a solution as well.

They recommended a particular modification involving

a sort of clamp to be fastened to the nose-wheel hydraulic piston that would prevent its sudden collapse. The only drawback was that the clamp had to be put in place while the wheel was in the up position. Now you don't take a plane up into the air and proceed to do some work on its landing gear. You just don't do things like that! This meant that each of the 24's (we had 64 of them) would have to be taken over to the hangar and put on jacks so the clamp could be installed, probably taking several weeks.

However, the Consolidated engineers had already figured out a way to get around this. They told us that if we tipped the plane back on its tail skid, the nose-wheel would come off the ground and we could then put the landing gear lever in the UP position and only the nose wheel would retract. The main wheels would remain on the ground. Then we could attach the clamp without having to jack up the plane. This was possible due to the way the hydraulic system was designed.

Their suggestion was to have 8 or 10 men get into the rear of the plane so their weight would make the plane settle on its tail skid. It wouldn't take very long to attach the clamp into position.

So I talked to Gerald Holmes, pilot of the "Tiger Rag", and he agreed to get all of the flight crew down there to help us. When they arrived I explained the situation and they climbed into the rear of the plane. It settled down nicely on the skid, leaving the nose-wheel dangling in the air. The men were warned not to leave the rear of the plane until I gave them the O.K.

When everything was ready Charles Smith and I climbed into the cockpit and, with a short prayer, pushed the landing gear lever into the UP position. To our keen delight the nose wheel folded itself up into the nose compartment, while the main wheels stayed in the DOWN position, just as we were told they would.

It took Charlie and I only a few minutes to fasten the clamp in place after which we raised and lowered the nose-wheel several times just to check it out. Then we allowed the flight crew to climb out - one at a time - and the plane settled down softly onto its nose-wheel.

Needless to say, I was quite relieved when it was all over!